AUBURN, N. Y., July 20, 1806. This has been another great field day-greater in son peets than yesterday, though, as a picture, not so reowing to the surroundings. There it was the use golden center, surrounded with grass and trees, fields ces, animated by the army of men and beasts, and sullrened by the music of the reaping machines; while here the scene lacks the wheat field ont-spread upon the is a lowiand meadow, sometimes overflowed, and containing about 20 acres of short fine grass, interspersed with the usual variety of plants natural to such land, with some clumps of bushes, and an occasional shade tree. The surface, though generally level, has many little hollows and furrows gouged out, and some low swales, and a variety of sharp angles along the brook to try the capacity of the mowers in handling their machines. Some of the ground too was soft, and haver had been machine-mowed, and in others with drift leaves, striks and chips. In short, the spot was selected to try mowing machines. Severe as the test has been, none have failed. If they found bushes is the way, if not larger than my thumb, they did not turn saids, but out them off. They showed too that grass can be out an close to a fence, creek, clump of bushes, or around cross, as it is generally out with a seythe. In all things, the day has been one of great triumph for machinests.

realisery.

To show that this is not due to any one particular style it machines, I will give the names of all participating in as speciations of the day.

I. The New-Yorker, Seymonr, Morgan & Allen, Brock-ort, N. Y.; the same machine used yesterday in wheat, maply detaching the self-raking apparatus, reel and platform. This is a one-whoel machine, and compared with one others has an avkward appearance, as the driver's sat is more elevated than any other. It is also rather aims, but works well in grain and grass.

come staors has an awkward appearance, as the drivers seat is more elevated than any other. It is also mither naisy, but works well in grain and grass.

2 and 3. Two of Whoeler's Cayung Chiefs, made at Autra, vary substantial, good, and justly popular machines, both as respers and mowers.

4. The Yankee Mower, Pow & Fowler, Fowlersville, F. Y. This machine has a dexible bar, capable of working orac very uneven surfaces. Its peculiarities are its being logal-geared, giving the knives a very rapid motion, making a great noise, and, in my opinion, liable to shake

itself to places.

5. Another Cavras Chief.

6 and 7. Two of Dodge & Stevenson's, Anburn, itemrane machines, denominated in the printed catalogue

6 bio and Buckeré patents combined. Dodge's patent.

Tag Buckerye folks say this is wroughy named. I say,

howard, it is a good, substantial, iron-frame machine,
which has gone through all the tests of this trial without

Molecus.

at D. M. Celonios actoy Mower, aone-wheel machine, and perfectly made, and the mumber mandatard shows that it is an exceedingly popular sort. "It mees, it reaps, it rakes," and upon the whole none of its competitors have done better work.

This are substantial and well made; have performed admittable, but are not so popular with farmers as some other work. One of the objections is not applicable in mowing mass meadow as the present. It would be decidedly observable in cutting timethy grass. for it all the work

th Can of Wood's mowers—and, both as reaser and moust, one of the best-agreat many persons say the

Tes Engle mower, by E. F. Herrington, Valley
 Pais, not Rondont, as printed in the list of entries.
 Another of Wheeler's Cayugn Chiefs, which, under

13. Another of Wheeler's Cayuan Chiefs, which, under all dreamstances, have given general satisfaction, and particularly so to-day in this fine grass.

14. The Rhode Island Clipper. This is one of the most compact built machines in the whole lot, and it works ediminally averywhere. It has one quality which would commond it very highly to me—it is the stillest running machine I ever saw. It makes less noise while at work that some sewing-machines.

15. Desigo's wooden frame, and its Dodgo's fron frame; built in Auburn, and both good anothines, though I prefer, not only in this, but in all two-whole machines, the wooden frame.

sachiass, though I prefer, not only in this, but in all twowhose archines, the wooden frame.

17. The Buckeye, by Adriance, Poughkeepste, wood
wran, and about as still in its work as the Clipper. Inhead it is difficult to say which should have the prize for
stillness. It is needless for me to commend such a genrad favorite as the Buckeye, but I can truthfully say that
large have heard of a single dissatisfied purchaser of one
of this variety of mowers or reapers. All its work, except
self-caping, has been highly satisfactory here, and that
will be in future, as I hear that the manufacturer is neoutsting for Johnson's patent raise. As a "dropper" the
Backage worked beautifully, laying the grain in handsome cotisting for Johnson's patent raise. As a "dropper the Snadays worked beautifully, laying the grain in handsome gards. As a mower I have seen it in all kinds of grass, and never asw a failure. ad never saw a failure. 18. Ankaman's iron frame Buckeye. All I have said of

is Ankman's from frame Buckeys. All I have said of the above is true of this, yet I prefer the wood frame.

19 Another of Wood's machines, of which no one has say mone but those which are commendatory.

20 This worked first rate, particularly the rake, in short, and passably well to-day. It is not, however, one of the shill not.

J. S. Marsh, Vailey Chief, Lewisburg, Penn. This the same machine, merely with the platform and rake off, which I commended yesterday as doing the best work of the whole lot in tangled wheat. I do not like it to a hower so well as a reaper, and I certainly cannot command its mechanical construction, as it looks as though I might have been made in a common country black—mith's shop.

much shop.

2. Allon's Pony Clipper. If any person desires a one-locs mankine, I can heartly commend this one to his total. It is extremely compact, runs still, works castly,

and once a handsome swath.

2) Withor's Euroka. With all deference to the ince-airty of Mr. Wilber, I am constrained to say that he is not yet outiled to use that word. This machine, it may

by so outilied to use that word. This machine, it may be recollected. I have before stated, is novel in its construction. It is mounted upon two wheels, the size of hose of a small cart, the cutter-har working directly forward of the arle, and, for safety, rather too near the torse's heels. Its leading pocularity is direct action, stoiding of all side draft. But as some aide draft machines are assist than this one, and do the work quite as well and as fact. I aim not able to see wherein the inventor of his car claims great advantages. In such light grass as his, there is no belgedion to one horse walking in the unsit great, and the quality of the work compares well with its competitors. Yet, if I was about to purchase amoving machine, it would not be the "Eurela."

All the machines I have named, were tried in all the resistes of grass and ground in the field, and at almost at leaster all persons present were perfectly satisfied with the pasting of the work. Of the different machines, each kind lat advocates—those made at Autorn having the present names, as a matter of course. In this the Kirby have sine lead, the manufacturer D. M. Osborne, having been aminoutly successful in suitablying the farmers with a good implement both for reaping and moving, the metanical streether of which is as faultiess as anything wor offered. The only objection I have ever heard against the Kirby is, that "it is a one-wheeled machine."

The Cayuga Chiefia siao popular, and not only a two-shaled machine, but has one extra—the easter—the easter—wheel the Kirby is, the "it is a one-wheeled machine."

The Cayuga Chiefia siao popular, and not only a two-shaled machine, but has one extra—the easter—wheele made the seat of the driver, which I consider a serious obsetton, as the dynamometer proves it adds materially to the weight and draft, even upon second ground with a size movement. At a quick movement, or upon very soft ground, I believe it would require about as much power to fire distant of all the machines I have named, testing them

round, I believe it would require about as many power to the column.

After a careful, prolonged examination by the Committee of all the machines I have named, testing them in a variety of ways to ascertain what were their most prominent faults, or which showed the most good points or recommend it to the attention of farmers, the lookers as were then treated to a scene which most of them will save be able to witness again. Twenty-one machines were started, and after the other round the field, each willing of the rate of over an acre an hour, and each three by a pair of homes, the best that could be selected at the work in a county which probably contains more poof farm-horses than any other in the State. It will require try extraordinary combination of discumstances, ever this to bring this number of mowing-machines into one set. Although not quibe so picturesage as the reapingsess which I described yesterday, I think it is one which till save be forgotten by those present.

When the interest of this scene was at its highest point time of ones passeed along the rails which skirt the field, and I am told by some of the passengers, that as seen that igning, as it did, at a giance, the farm-house, barns, house, bornes, tents, carriages, and a crowd of people, with the movement and music of machines, all combined, midney, absociated, and one with its is benefit as the brind, and one with its is one with the brind, and and which is one with its behild, and one with its is not a feet likely to be

a brise in the lifetime of one man.

A portion of the ground mowed by all the machines was based as a refully examined by the Committee, as well as Committee of the Whole," without detecting a sail a say part of the work. I believe an equal number of an achines, of different make, and from various and the same never before been collected; problement save never before been collected; problement save will be again, since the tests that all have been speed to will satisfy the public wherein one is superior tacks, and render such another examination unnecess.

le me it is proved conclusively that no farmer who cuts come of grass camually can afford to do without a riag exchire, and he should have the best, not only be said, of work, but one that is least liable to get a typer. It is also an advantage to use such machines as assumed and in the innucliate vicinity, on account excessably replacing broken parts.

It is not estimate that a reaper is of any advantage to a said femer. It is not a large one, and every large farmer and femer but nower and reaper. I common recommend contained machines, "although such have worked well delay as to day." Some which are so called require gaze and a good tool-chest to make the change.

It rather was done to day with "Hollingsworth's sound suikey rake," which I commend to all who see to wook. Each tooth is held in place by a setting the spring as each as an independent spring. The cost is \$40 in

commends farmers to ase such a rake to of "quash-grass," a very troublesome wieg. Flow a barlar stablis decoir at

first, and second quits shallow, and then rake the roughly with a steel-toothed rake, and gather and burn the posts. with a steel toothed rake, and gather and burn the . Total Saturday, July 21.—This is the last of the ten days at voted to field work—the last of two weeks of intense her and hard work in a good cause—the cause of agicultural improvement. The purpose of the State and the officers of the Agricultural Society has been to promote the Intense her ests of firmers—not machine manufactures. The Committee have labored hard, with the honest purpose of determining what were the defects of movers and reapers, and which class have reached the highest state of perfection.

Whatever of blame of delay or waste of time, by which hatever of blame of delay or waste of time, by we see have been kept longer than they expected use and in suspense, all must unite in awarding to mittee the highest mark of credit for honesty of; for a continuation to set with impartial justice cm. Nothing but a sense of duty and high respoall men. Nothing but a sense of cuty and high responsi-bility could have procured the services of some of the gon tlemen who have exposed themselves to ardicous field labor in some of the hottest weather ever experienced We have had to encounter heat, dust, thirst and fatigue and part of the time the commissary department in the field was deficient. For the past three days, the boun toom tables of Mr. Sheldon and Mr. Mauson have given such extigaction as to entitle them to hoperable neutlon

field was deficient. For the past three days, the bountoous tables of Mr. Sheldon and Mr. Mauson have given such satisfaction as to entitle them to honorable taentlon. The work, too, has proceeded with much more regularity and speed, and given much more general satisfaction.

To-day the respers have been tried in a field of rye and one of heavy barley, part of it badly tangled, and upon uneven ground. The fact was elicited that some of the rakes would lay the barley in perfect gavels, yet spread the rye so badly that the owner of the field requested that they might be withdrawn. This was the case with those with three arms and a rake, working from a rake seatupen one side of the platform, as in one of Osborne's and one of Dedge's machines.

The Buckeye Droppers, both Adriance's and Aultman's, worked admirably in the barley field. It must be remembered, however, that a dropper must be followed by a man with a barley-fork, to lay the gavels aside before the reaper can follow its track around again. If it was not for this difficulty, droppers would supersede all other styles, as the whole additional weight to a nowing-machine of all the dropping apparatus is scarcely 29 pounds. Droppers are very popular in England, where then to bind are plenty and cheap. They are also beginning to be popular upon the great wheat farms at the West. Contrasted with such a great, cumbersome, noisy self-raker as Brinkerhoffs, which followed them, I should suppose they would even win favor. Indeed I find an almost universal feeling in favor of the machines that make the least noise. Some of the self-rakers might be mistaken for traveling trip-hammers. This Brinkerhoff machine is one of this class. I would not have it upon my farm, and if one of my neighbors had it, I would hire him to earry it out of hearing if he could, of all sick and nervous people. There are several others not much better. I hope the Committee, in bors had it, I would hire him to earry it out of hearing if he could of all sick and nervous people. There are several others not much better. I hope the Committee, in their report, will make a list designated as "the noisy class." I hay it down as a rule that no intolerably noisy machine will be a dumble one.

After witnessing the reaping of to-day, President Genla and some others went out to give a careful examination of the several lots moved and marked yesterday, to see what defects, if any, were exhibited after raking. They would also examine the slubble of the wheat, rie and barlet. Other members, were energed this afternoon, and

y. Other members, were engaged this afternoon, and ill be again on Monday, in a minute examination of all ie various parts of dissected machines.

be applied to reapers in the field, as they have been it movers, and the table when conspicte will infloatiedly be the most perfect one ever constructed; and so will, as I believe, the whole report of the Committee. I have suggested to the President, that if it can be finished, so as to be used at the fair of the State Agricultural Society to be held at Saratoga, September 11-14, it would form one of the most attractive features of that axhibition.

NEW DISCOVERIES IN PRYSICS AND ORDARD FRE-SPEC ELECTRICITY FROM HEAT-WHEATSTONE'S BAT-TERY-THE SPHYMOGRAPH-RAILWAY CARS SELF-BEATING.

SIMPLE MODE OF OBTAINING SODA PROM COMMON SALT .- The ordinary process used for this purpose is expendiscovered. It consists in pumping the carbonic acid obtained by transmission of stmospheric air through ignited fuel into a mixture of which contains one equivalent of common salt, one equivalent of carbonics of magnesia, and a small quantity of water, and has been placed in a vessel capable of reasons the required pressure. The changes which occur are very easily understood. The carbonate of magnesia becomes bicarbonate and dissolves in the water. The mearbonate of magnesia becomposes the chloride of sodium, chloride of magnesia which remains in the selation, and bicarbonate of omegnesia which remains in the selation, and bicarbonate of soda which precipitates, being the results of moderate beat will drive off the second action of carbonic seld from the bicarbonate of soda changing it to carbonate. The whole process lasts but about a quarter of an hour, and the magnesia employed can be used over and over again, since it may be recovered by evaporating the solution containing it as chloride to dryness, and raising the residue to a temperature below reduces. Seven hundred thousand tons of soda, worth about five millions sterling, are annually consumed in Great Britain. covered. It consists in pumping the carbonic acid of

ELECTRUTTY FROM HEAT, CONVERTIBILITY OF Force.-If electricity will afford us light and heat, so heat beck, in 1800, found that an electric current was generated by heating the junction of two dissimilar metals, thermo-elecedge without practical value until Nobili found that the thermo electric pile, connected with a galvameter, was a thermome of wonderful delicacy. But it is now ascertained that is primary value as a source of dynamic electricity, was what he by undeveloped. Our readers are of course aware that the her mo-electric current is due to a difference in temperature between the two opposite faces of the elements of the pile. Marcus of Vienna was the first to obtain the electric spark. He constructed a powerful thormo-electric battary from an aloy, for the positive metal, of copper, sinc, and makel, and for the negative, antimory, sinc and bismuth, the elements of this battery were so arranged that their lower junctions could be heated by a row of gas, jets, while the upper were cooked by a current of water. The electro motor force of one of these be heared by a row of gas jets, while the upper were costed by a current of water. The electro motor force of one of these clements was equal to 1.35 of a Bennen cell. Six of them are sufficient to decompose water rapidly and melt a fine plantinum wire. The conversion of the heat into electricity was above by the fact that the water used for cooling the upper inactions of the couples was much more rapidly wormed, when the chreat was the chreat that the water used for cooling the upper inactions of the couples was much more rapidly wormed, when the chreat was before the constructed a strong chrome electric bettery, composed of sixty elements, connecting the terminate of this pettery a brilliant spark was obtained and platinum wite fined. Water was decomposed and electro-nisting done. In fact all the effects obtained from a small voltate combination were reproduced with case. The electro motor force of this battery was equal to two of Daniels cells. These recent experiments seen to show that thermo-electricity is destined to play a for more important part than it has hitherto done. The great constancy of the current will be one of the chief arguments in its front. Like undefulls, there-electric batteries might be created over the country, and corrap-manly converting into mechanical motion and thus into money—that elemin of stubilize, which would se as wind to the anie of the soil rays poured on the desert. Can we not utilize this with the thermo-electric battery; can we carry the force of Schara's unit brough where to Cairry and make it burn in Groenland? The future must answer. Let England not be disheartoned by anticipated destitution of heat from the exhaustion of her coal fields.

OVIPAROUS GENERATION OF ANIMALCULE-NEW TESTIMONY OF THE MICHOSCOPE .- A lamina of ruby-colored mics lying where impressions yielling peounds are placed, will invariably contract an extremely attenuated film of appa rently gelarinoid substance, the continuity of which will be observed to be interruptedly very fine particles of apparently ex-organic matter. In every instance if this be microscopically examined by transmitted light interposes no obstacle to the passage of the reflected light invough it. It is therefore too transparent to disclose by this mode of examination, any ovoid germs of minute animal life, such as have been asserted by Pocatar. Matterfages, and others, to be floating in the atmosphere an assertion in which they base their objections to the theory of "spontaneous generation." But if the same specimen of mice be placed in a non-reflecting and opaque apport, and examined by light incident from within the body of the microscope tube, and condensed by the ejective upon the mice, the minutest pessible portion of all the edlection on the surface, will be seen with the most perfect distinctives. Upon this fact we have proceeded again and again, in the attempt to discern a single one of the so-called ova of Pactaur, but hitherto without success. By this mode, and with the powers of the successor we have used, we cannot doubt but that any single overnm if existing in the atmosphere and they deposited. We consider Pactaur's assumption to be cut by any ground of apport.

Applitional Supposition Relating to Ozone. observed to be interruptedly very fine particles of apparently

ADDITIONAL SUPPOSITION RELATING TO OZONE. If Platinum black is introduced into a strong solution chlorine in water, the latter will is decomdosed, hydrochloric acid being formed and oxygen evolved. Schonbein supposes acta semigliorides and oxygen evited. Schooleen supposes that the platinum decomposes, the solution of chlorine being a compound of murian acid and oxygen, the latter being evolved because for its becoming incapable of remaining in combination on account of its cassing to be ozone. This metal has the same effect; it is certain on accounted oxygen as nemperature of low? Fahrenhest, rendering it incapable of acting icedited starch paper.

A SUBSTITUTE FOR THE TAME IN THE DRUMMOND LIGHT. - A place of the chloride of nagnesia is placed upon a support of retort carbon in the exybylroga flame. The chlo ide decomposes and leaves a spongy oxide, which is raised to incandescence and gives a very brillant light, which is equal to the lime light in brilliancy and exceeds it is active power.

AMAMOSIS AND LOSS OF MEKORY .- Twenty-eight years of observation have convinced Dr. Litchel that fe persons can continue to consume (ameke) daily twenty grammes of tobacco without their vision or memory becoming impaired. There are many smokers, he irgo, who may long resist those effects, but the pernicious consequences though slow in manifesting themselves, are however, none the less

RAIL CARS HEATED BY THEIR OWN MOTION. A new heat generator adapted to the heating of railway carriages, consists of a cone of wood covered with hemp, wit risges, consists of a cone of wood covered with hemp, within a hollow cone of copper, both inclosed in a metallic vessel, through which air heated by motion is conveyed into the carriage. It is to be situated contaids, and the motion will be given to the wooden cone by the nxles of the carriage. The air becomes heated from the motion of the cone. This heat are becomes heated from the motion of the cone. This heat converted is in actual use in Prassis; turned by a force equal to one-twentieth of a horse-power, in ten minutes the air excepting from the apparatus had a temperature of 70°.

MAGENTA .- The tinting power of the salts of Ma-MAGENTA.—Inc uniting point is a million times its weight gents seem incredible. One grain is a million, a rose plak; in twenty millions, a decided blash; and oven in fitsy millions, in galak is to discavered, on evident close. A TRIP TO COLORADO.

V. -THE ROCKY MOUNTAINS AND DENVER

DENVER, C. T., June 19, 1866. From Hedinger's Lake to Denver a new cut-off has recently been made, shortening the distance about 29 miles. Ours was the last coach which passed over the old road, the stations and stock being taken up behind us, and transferred across the country to their new positions. The road from Cheyenne Wells to Denver is thus abridged by 40 miles, making the entire distance from Fort Riley to the latter piace 400 miles. When the stations are shortened to an average of 10 or 12 miles, and the road as well stocked as it should be, the trip can easily be made in three days. By that time, the trains on the Pacific Railroad will be running to Fort Riley, and 24 hours more will bring the traveler to St. Louis.

I will not recapitulate our bruises during the night, but rather pass at once to the sparkling morning which broke upon us while crossing the divide between the Big Sandy and the first tributary of the Platte. In the foreground stretched a range of green, grassy hills, dotted with pasturing antelope and crested with scattered groves of pine; high above and far beyond them towered the keen, shining wedges of the Rocky Mountains. Pike's Peak, in the south, was apparently near at hand, although 70 miles distant. Long's Peak, in the north-west, resembled an Alpine horn in its sharp, abrupt outline; and between these two furthest outposts of the snewy range grose many a nameless yet beautiful summit. The character of the scenery had completely changed since the preceding sunset. I was charmed out of all sense of fatigue, all feeling

of discomfort, except that of hunger.

At Reed's Springs, we obtained our last "square meal," with the inevitable bacon, for a dollar and a half. Thenceforth, our road led over the high divides between the Beaver, Bijou and Kiowas Creeks, all of which flow northward to the Platte. The country is grandly adapted to grazing, and all the bottom-lands are capable of being farmed. The pine along the ridges is of but moderate growth, but it will, no doubt, become better and more abundant with protection. A new flore here met us. The eactns, with its showy crimson and golden blossoms, became scarce. I found a splendid exchrome, with a spike of pure flame-color, great quaptities of a wild vetch, with pink blossems, and a thick growth of purple lupins. The grass was quite different from that on the plains, and many portions of these hills would furnish large quantities of wild hay. At some of the stations along the Smoky Hill, the men have mowing-machines, with which they harvest a full Winter supply for their stock.

The view of the Rocky Mountains from the divide near Kiowa Creek is considered one of the finest in Colorado. From the breezy ridge, between scattered groups of pins, Sangre de Criste to the spurs away toward Laramic. In variety and harmony of form, in effect against the darkblue sky, in breadth and grandour, I know no externa picture of the Alps which can be placed beside it. If you could take away the valley of the Rhone and unite the Alrs of Savoy with the Bernese Overland, you might ob-Pike's Peak would then represent the Jungfrau, a nameess snowy giant in front of you Monte Rosa, and Long's Peak Mont Blanc. The altitudes very nearly correspond, and there is a certain similarity in the forms. The average hight of the Rocky Mountains, however, surpasses that of

experienced. We took a hasty dinner at Rushing Creek ridges to Cherry Creek, which we atruck about above Deaver. Up to this point we had found no sattlement, except two or three grazing ranches. The ride down Cherry Creek, through sand and dust, on the banks of the muddy stream, was the most tiresome part of the overland journey. Mile after mile went slowly by, and still there was no sign of cultivation. At last, four miles from the town we reached a next little tavern, beside which grew some cottonwoods. Here there were two or three ranches in the process of establishment. The water

Our next sign of life was the evidence of death -the unfenced cemetery of Denver, on the top of the ridge. I looked out ahead, from time to time, but could see neither horse, tree, fence or other sign of habitation. My fellow-I therefore said nothing. Suddenly I perceived, through the dust, a stately square Gothic tower, and rubbed my eyes with a sense of incredulity. It was really true, there was the tower, built of brick, well-proportioned and picturesque. Dwellings and cottages rose over the dip of the ridge, on either side; brick blocks began to appear, and presently we were rolling through gay, animated atreets, down the vistas of which the snowy ranges in the west were shining fairly in the setting sun. The coach drew up at the Pacific Hotel, where I found a hearty welcome and good quarters, and in just four days and six hours from Fort Riley I sat down, not to a "square meal," but to an excellent supper.

The two days which have since clapsed have given me a me say that the views which have appeared in the Illustrated papers are simply caricatures. Instead of being a cluster of houses on a flat plain, with a range of clussy mountains in the distance and Pike's Peak standing alone in the center thereof, it is built upon a gradual slope, rising eastward from the junction of Cherry Creek with the Platte. It is as well built as any town of equal size in the Mississippi Valley. The Methodist Church and Seminary, the Banks and principal business houses, solidly constructed of brick (the former edifice with considerable architectural beauty), give the place an air of permanence, very surprising to one who has just arrived from the East. Beyond the Platte the land rises with a gentle, gradual slope, to the buse of the Rocky Mountains, 12 miles distant, and there is no part of the town which does not afford a view of the great range. Long's Peak, more than 15,000 feet in hight, just fills the vista of the principal business street. Pike's Peak is far to the left, overlooking the head of the Cherry Creek Valley; consequently, a view of Denver, in which it is made the prominent fea

ture, does not correctly represent the place.

Although business of all kinds is extraordinarily doll at present, and the people are therefore as much dispirited as Colorado nature will admit, Denver seems to me to have a very brisk and lively air. A number of substantial buildings are going up, there is constant movement in the streets, the hotels are crowded, and the people one meets are brimful of cheerful energy. The stores and warehouses are thoroughly stocked, and prices are lower than one would expect, considering the tedious and expensive land transportation. At the Pacific Hotel you pay \$4 per day-no more than in New-York, and have an equally good table. There may not be such an excessive bill of fare, but I could distinguish no difference in the cooking. Vegetables in the market are plenty and cheap, and appear to be of remarkably fine quality.

The dryness of the climate and occasional extremes of cold in Winter appear to me to be the principal drawbacks, Near the mouth of Cherry Creek there is a grove of venerable cottonwoods, and perhaps a dozen other specimens are dispersed singly through the lower part of the town. Attempts are now being made to colonize this tree-which makes a green spot, ugly though it be-around the houses

to pay outrageously for its materials and supplies and all this within seven years!

I was interested in noticing how attached the inhabitants are to the piece. Nearly every one who had recently been East seemed rejoiced to return. Even ladies forget the greater luxuries and refinements of the Atlantic coast, when they see the Rocky Mountains once more. The people look upon this glorious Alpine view as one of the roperties of the town. Every street opens (in one direc tion, at least,) upon it, and the evening drives along the Platte or over the flowering ridges become as beautiful as any in the world, when the long line of snowy peaks fiash down a brighter gold that ever was unpacked from their

and two flour-mills-the latter driven by water-power. A good gray building stone is found about four miles off. The timber is all brought from the mountains, which, I fear, are in a fair way to become disforested. Coal, however, is coming into general use as fuel, several mines having already been opened in the neighborhood. It resembles the brown coal of Germany, burns freely, and is said to produce a great amount of gas. Gen. Pierce, the Surveyor-General, considers the coal-bed of the Rocky Mountains one of the largest in the world. Along the Smoky Hill there are indications of an uninterrupted supply all the way to Kansas.

my eyes seek, with unwearled interest, whenever I lift them from the paper. Ever since my arrival I have been studying the mountains. Their beauty and grandour grow upon me with every hour of my stay. . None of the tilus trations accompanying the reports of exploration, and other Government documents, give any distinct idea of their variety and harmony of forms. Nowhere distorted or grotesque in outline, never monoteneus, levely in color and atmospheric effect, I may recall some mountain-chains which equal, but none which surpass them. From this point there appears to be three telerably distinct ranges. the Plaine; it is cloven asunder by the canens of the streams, streaked with dark lines of pine, which feather its auminits, and sunny with steep slopes of pasnearly double the hight, more irregular in its masses, and of a dark, velvety, violet hue. Beyond, leaning against the sky, are the snowy peaks, nearly all of which are from 13,000 to 15,000 feet above the see. These three chains with their varying but never discordant undulations, are as inspiring to the imagination as they are enchanting to the eye. They hint of concealed grandeurs in all the giens and parks among them, and yet hold you back with than when beheld at this distance.

To-morrow I shall move nearer their bases. THE CONGRESSIONAL LIBRARY

A STREET, OF THE ROOT-MEN OF CONORESS-HOW OUR PATRIOTIC SPEECHES ARE PREPARED.

Washington, July 11, 1366. The most costly and wonderful front of the Canitol faces away from Washington City; but the quietest and coolest face of the building is that which overlooks the shady grounds at the head of Pennsylvania-ave., and of this, the very center is the Library Hall.

. It comprises much of the main building of the original and historic places-the old Sapreme Court, the old House,

its, ithin this Library Hall, the best men of the country have felt their littleness, sitting in sitent allowes to hear what letters had to say for their yet undelivered argument, and granting insight as they glossed of the methods of the Master Orstors who had passed the favor of statesmanship and left the ulterances to discourage initiation.

This library is in great part reproduced every year in the addresses of our public men. The Globs may be called a resource of the total states. There is no plagfarint so great as an

addresses of our public men. The Globe may be called a reissue of it in parts. There is no plagtaint so great as an orator. But a dozen or se of his models have lived. Demosthenes, Gicero, Cato, Chatham, Mirabana, Webster—these are the men, the rest are the numbes.

The Congressional Library is assuming, by the spacious extensions of it, now almost completed, and by the more greators contributions which are filling even those new corridors, a place of dignaty among the collections of the world. It has now in it 135,000 volumes, with capacity for 50,000 volumes yet unbaught.

were appraised at \$25,000, and paid for in bonds of the United States. To the transaction the Federalist party, on personal grounds, made a stout opposition. The library of Jefferson was not the leading private collection of the country, but was well adapted to a lawyer and politicism, and to such pleasant smatter of morals and metaphysics as Jefferson leved to induige in. No one conspicuous degadion of books was ever received from a private individual, and the general yearly appropriation for the purchase of beets continued to be from \$1,000 to \$2,000 a year. Now and then the British Museum and the French Bibliotheque Imperials cut a package of their own publications to its shelves; but in 1861 a defective due caused a fire to break into the library, and of the \$5,000 volumes there assembled but 20,000 were saved. The fremen, with a traditional disregard for letters, introduced a hose into the inbrary, and wet everything from Josephus to Kossuth. The value of the books lost, mar ketably, was probably \$200,000.

In 1862 the old library had been rebuilt, according to the designs of Thomas U. Walters, at a cost of \$92,000, entirely of iron. It was in 1852 that Congress gave its only liberal appropriation (\$75,000), since which time the common sum devoted to this cause has been \$7,000 a year. Next year \$50,000 will be asked for, to meet accruing indebtedness, which is as many dollars as the British Museum annually receives pounds. A recent act of Congress transferred to this place the 10,000 volumes of the Smithsonian Institute.

transferred to this place the 40,000 volumes of the Smithsonian Institute.

THE EXTENSION.

The two new wings have cost \$160,000. Their ceilings, shelves, walls, and floors are of solid wrought iron: Only the books are combustible. They increase four times the former capacity of the place. The shelves have a uniform space between them, and the bottom shelf, around the entire library is practical, so that it can be removed to admit the great folios. There are three floors or stories in the main library, and four stories in the wings: these atories are common in each wing, but are gained from below by two stairways only. In the main hall, which is the south front of the capitol, the architectural decorations next the ceiling take up the fourth story's space, all of which is utilized in the extensions. On each floor there are 44 alcoves for readers, making upward of 140 in all. And there are, besides, tables in the new wings, which will make the library accommodate as many as 300 readers at time.

The experience of the library is not unlike that of

make the library accommodate as many as 300 readers a time.

The ornamentation of the library is not unlike that of the Astor Library, too ornate, possibly, in the main corridor, but not glaringly so; while in the wings care has been taken to subdue sil decorations to a consistency with the quiet and contemplative purposes for which the place is to be used. The plaster busts and casts of Socrates, Plato, and other worthies, which adorned the library some years sgo, were, happily, destroyed by the fire. They were cheep. They turned the library into an image vender's shop, and brought into it big-booted admirers, who disturbed the readers. In respect to the material of the floor, the library is defective. Every step on the hard marble disturbs the reader, while in the British Museum the floors are of gutta percha, on which the wheels of marble disturbs the reader, while in the British Museum the floors are of gutta percha, on which the wheels of chairs and the march of visitors is noiseless. The gliding to which we have adverted as possibly out of keeping, will probably be found not too bright for the dark days of Wasington, when even the soul of Carlyle would be un-

THE LIBRARY DIRECTORY.

tempts are now being made to colonize this tree—which makes a green spot, ugly though it be—around the houses in the higher streets, and with a fair prospect of success. The milk, cream and butter from the adjoining farms are better than they are in most of the Western States. Venisson and antolope are abundant, and canned fruits supply the want of fresh.

The situation of Denver is well selected. Were it nearer to the mountains, it would furnish a more convenient depot of supplies for the Clear Creek mining region, but it would not concentrate, as now, so many radiating lines of travel. It lies, apparently, in the center of the chord of a shallow are of the mountains, governing the entrances of some half-a-dozen different canons, and overlooking a belt of farming land, 50 miles by 10 in dimensions.

Its prosperity, of course, depends on the activity of mining operations in the mountains. There is a present a stagnation, occasioned principally by the enormous price of labor. Although the new methods of reduction promise a made greater production of the precious metals, and fresh discoveries of gold, silver, copper and lead are bourned and provided the proper supplies at home and the gradual approach of the Pacing and the courty will place him in correspondence with 1,50 learned socious metals, and fresh discoveries of gold, silver, copper and lead are bourned and the gradual approach of the Pacing and the courty will place him in correspondence with 1,50 learned socious proposes at the same length of time. It was once a swept away by the inundation of Cherry Creek; once or twice burned; threatened with Secession; cut off from intercourse with the East by Indian outbreaks; deprived of the courty with the East by Indian outbreaks; deprived of the courty with the East by Indian outbreaks; deprived of the courty with the East by Indian outbreaks; deprived of the courty and price of the faminis of various and price of the faminis and price of the faminism of the product of the courty of the courty of the courty of t

THE VARIOUS INPLUENCES OF TRADE IN THE OLD AND NEW WORLD - THRIR TRADENCY TOWARD HOW YORK AS A NATURAL CENTER-THE PACIFIC RAILEOAD-NORFOLK OUR FUTURE RIVAL ON THE ATLANTIC COAST - THE FUTURE OF THE OLD

ing of the Atlantic Coast from the Gulf of Mexico to the Lakes in a south-eastwardly direction, the eastward deflection of the Missianippi, between the Gulf and Lake Superior, the flow of the Missouri to this extreme point of deflection, and the course of the Ohio to the same central point of confinence of these vast rivers, all favor the truth of the theory that, not only has New-York stready become the commercial center of the Republic, but that, at some period in the future, she is

of the Republic, but that, at some period in the whole world, destined to wield the commercial scepter of the whole world. There are a hundred circumstances favoring this theory. The ever-increasing intercourse by steam; the near completion of telegraph communication between the billows of the Atlantic; the opening of trade with the East Indies, Chius, Japac, through by canal from the Levant to the Gulfo Persia; the increasing facilities for reaching the Baltic, the Caspian Sea, and the far East; the Panama Railway; the proposed ship canal along the valley of the Mississippi, the speedy countraction of the Pacific Railway; the immense wealth of our gold-yield; and, last and greatest of all, the discothraiment of the country from the withering curse of Slavery; seem calculated to impress the mind with the idea that the currents of commerce around the globe are taking a central course in the mildst of the northern temperate sone, and that some city of the natural advantages presented by Manhattan Island is to be

the grand emporium of the world's civilization and trade.

New York is situated in the midst of this great produ world's commerce should much longer pay tribute to the emporium of the British Isles. Splendidly situated as London is she is out of the center of the great producing zone, wherein are to London, so must the latter, however rejuctantly, yield it to her more youthful rival of the western hemisphere.

pensiderations of a local nature which confirm New-York as for her a glorious future. The enlargement of the Eric and Oswego Canal, and the application of steam power to canal navigation, would secure to this city the control of the great Lake Basic, which would otherwise, to a certain extent, pass down the St. Lawrence-though the inclement climate Lower Canada favors the diversion of trade from that river, through Lake Champlain and the Oswego Canal, to the Em pire City. In this direction, at least, our supremacy is beyond a doubt, if a wise administration of the State Governmen shall make our canals toll-free, whonever necessary to proven the diversion of trade from us.

Regarding our coastwife business, we are certainly insured against competition. The inferior trade which must pass along the great railways, and flow through the valleys of the Mississippi, the Missourl and the Ohio, and their numerous tributaries affording an aggregate inland navigation of over every other, and becomes yearly more irresiatible, taxing the capilal and enterprise of the whole country to give due course to the corrects of trade, which, by a law of commerce as sure as the law of gravitation, are earrying to our wharves the business of the entire Republic.

To this end the Ohio River should be improved, and would be could the man who misrepresent the people in Congress, leave the petry strifes and correptions of politics, and, like standards, seek to promote the interests of the country. This mode of improvement should consist of a judicious system of wing-dams, without locks, combined with the plan of the lamented Bilet. This would secure, at a trifling cost, a perma us that of the Eric Canal colarged, from Cairo to Pittaburgh. From Pittaburgh to Orleans, the Al'eghany could be made na pass from New York to the Ohio River, without breaking bulks. The geographical feature, which seems most opposed with an interior navigation of more than 20,000 miles. This might seem to designate New-Orleans, as the city, destined

But the tropical elimate of the Crescent City precludes the possibility of her becoming the commercial emperium of the great valleys, so as to counteract the permanent influence of New-York. Before the we', New-York's attractions, in a commercial point of view, inverted the natural flow of the Minimalped, and was fast subjecting the whole interfor to her imperial sway; and even the defense of New-Orieans in the War of 1810, and her chief commercial strength in peace—the cotton bales—were seen crowning the decks of steamers upward bound to Cincinnati and Pittaburgh; and they will soon make their way by railway, from Memphis and Cincinnati, via Norfolk, to New-York.

The completion of the Pacific Railway will contribute in

mensely to the commercial grandeur of the metropolis. If, in the far future, the Atlantic and Pacific termini of this mighty artery of trade ahould become rivals for its benefits, there is little probability that such rively would seriously affect our combined advantages. But a number of rivals will undoubted-ly arise in the interior; St. Louis and Chicago will contest the trade of the great railway, and there will probably be a large which the greater part of it shall flow, inasmuch as they will all be tributary to her, and pour into her mighty lap their united volume. Our main interest will be to provide against the divergence of these great currents to, the waters of the Mississippi and the St. Lawrence.

The opening of the water-line between Chicago and the Mississippi, and the canal around the Niagara Falls, are of great importance, in this connection, to Mac. North, so as to facilitate the transportation of merchandise and produce between the Hudson and the Mississippi, and thus secure to her the lion's share of the trade, which will concentrate upon Chicago, and keep it from passing down the St. Lawrence. Considering the vast amount of pork, floor and other egricul. tural products shipped from Chicago, and the growing tendency to direct importation, in all the great cities of the West. It becomes the policy of New-York to spare no pains to open every facility for commercial intercourse with them, to prevent the diversion of their trade into other channels.

The danger to New-York of losing the trade of the West, which will accumulate at St. Louis, will be greater than from Chicago. The agricultural products, especially, will be borne strongly down the Mississippi to the Croscent City, for exportation to Europe, South America and the West Indies. To he merchants and shippers of New-York, this is a most important subject, and upon their prodence and sagnetty, as well as upon the natural advantages of New York, will depend her

commercial greatness.

Baltimore and Philadelphia will be generous competitors for he trade of the Great West, and the merchante of the metropolis cannot be indifferent spectators of this rivelry. law of trade, however, in favor of New-York in this competition. Great marts of ocean trade must be on the sea const to ecommodate vessels of heavy burden, and not as formerly, as far interior as could be navigated by vessels of lighter draft. In-this respect Philadelphia and Baltimore suffer in comparson with New York, and can perer have sufficient depth of water to accommodate large sea-going vessels. They are also severally nearer New-York by great railroads than they are to the Atlantic, and are, therefore, both more or less dependent upon the Empire City for their trans-Atlantic commercial in-

A glance at the map of the United States will show that when once the great times of communication between Norfolk and the Ohio River shall have been opened, there will be through the heart of Virginia, the shortest and most direct route for the trade of the Great West, and that Norfolk will possess greater natural advantages for that trade then either Baltimore or Philadelphia. This line of communication between the Atlantic at Norfolk and the Ohio River at Guyandotte will be of great importance to New-York, and cannot safely be regarded with indifference by her intelligent com-mercial men. The characteristics of this Virginia line on which the heaviest work was done before the war, may be presented by the following statistics: From Norfolk to the Onio River at Guyandotte is ... 200 miles. From Guyandotte down the Onio to Uneinnati is ... 100 miles.

Whole distance from Norfolk to Cincinnati ... 680 miles. New-York to Cincinnati by the Pennsylvania From New-York to Cincinnati by Baltimore and Obio

ters of trade in the Mississippi Valley, Cincinnati and St-Louis, by 20 to 139 miles, than New-York. But there is something of even greater importance to be considered in this con-nection. The ruling grade on the Virginia line, from West to East, in the direction of heavy trade, is only 30 feet to the mile; and going from East to West, it is only 60 feet per mile. On the Pennsylvania route, both ways, it is 100 feet to the mile. On the Baltimore and Ohlo route, both ways, 116 feet to

motive of 16 times weight would carry semething like 160 times agrade of 16 times weight would carry semething like 160 times agrade of 30 feet to the mile, while ever a grade of 116 feet to the mile it would not carry over about one fifth of that amount. In other words, an augment of a given power would not the time of the the words, and another located times a population of 20,000 to 65,000. It says homestoads are taken up at the Dakota land district at the rate of two per day. Its the Nahama district 21,133 cores were located in Auril. 24,315 cores to the core were located in Auril. 24,315 cores

conto than over the other two. Even this is not all, for climate of the Virginia line, by reason of its comparative NEW YORK AND NORFOLK. empilen from its and snow, has a decided advantage cre

The Harbor of Norfolk, beving four feet greater depth of water than even New York Bay, gives to it a decided preference over Bultimore or Philadelphia as a shipping port of Western produce thence to New York, for it will be about the

same distance from the latter city as Philadelphia, and Sa Freight from New-York to Cincinnati, via the cuiside water time to Philadelphia, and thesee by reliewy, is much less that it is by the continuous railroad line. If this be true of the route to Cincinnati, much more will it be true of the route via

Norfolk both because of the better harbor of Norfolk admitting sea-going vessels of the largest size, and more expectal because of the easier grades of the Virginia Railway.

But a few momants reflection will, therefore convince to
observer that Norfolk in destined to become the gatern
through which the Empire City will stretch her arm to

THE FUTURE OF NEW-YORK.

her commercial interest in opening the best communication with Cincinnati, but the same is true in respect to all the gest centers of trade in the Mississippi Valley. Indeed, this re-mark may include, also, Chicago and Cleveland, each of which is nearer by railway communication to Norfolk than to He York-or will be, when the Virginia line shall have been or pieted. Now draw a circle from Norfolk whose circum ence shall take in St. Louis, Louisville, Chicago, Toledo, Ch seem she would become the best port for expertation and to portation for each of those great cities. And yet, as New York has already subjected to her imperial sway the commerce of the continent, centuries, perhaps, must clapse before Hereille and the continent of the continent conturies, perhaps. folk could ever rival her in commercial importance. Both days, however, are in reserve for the Old Dominion, when on the awakes to the importance of her situation, as having a Atlantic coast indented with the best roadsteads, bays a harbors of the Union, and by far the best highway for com

New York is not only interested in the growth and pro-portry of Norfolk as the opening of a great thoroughfare into the valley of the Ohio and the Usper Mississippi, but as also affording her a highway to the cotton fields of the South-Wes

portion of the Union.

The great Virginia and Tennessee Railroad brings North in direct communication with Memphis, the great center of the cotton market. This important thoroughfare had been the colion market. This important too oughters had be-but recently opphed when the war commenced, and its bea-ings upon the commerce of New-York have been but little approximated. Cotton and tobacoo will both bear transporta-tion over this road to Norfolk from Memphis and the valler the Tennessee River. A bale of cotton, sent from Memphis over this line, would reach Norfolk some 15 or 10 hours after New-York some 10 or 12 days sooner than if sent to the Gull, and might even be landed in Liverpool about as soon as the bale sent down to Mobile would reach New-York. The facility and other points along the line of this great railway, from Norfolk to Memphis, the great staples of the South-West, are bitis understood. A glance at the map will show that from any periton of this great theroughfare, the attraction of noble seaport of Virginia upon its freight and travel, would be equal to, if not greater, considering its eastern destination. than that of Savannah, Charleston, or any other Atlantic olds a d that this advantage in favor of Norselk must therefore

draw this trade to the Chesaposie.

But the most important consideration of the value of Nor-colk to New York, as identified with her trade, is the fact then the grand harbor of Norfolk is, beyond question, the best Ablantic terminus for the Pacific Railway, for the reason already given, the shortest, easiest, and most direct route of the gigantic rallway, from St. Louis, is over the line of the Ohio and Missiasippi Railroad to Ciucianati, and thence up valley of the Ohio 160 miles to the great southern bend of river, and thence over the Central line, through the Old De minion to the mouth of the Chosapeake. There can be as gainsaying this fact, nor can the importance of it be over York. The completion of this Virginia line of railway cannot long be delayed, and when accomplished, a barrel; of flow could be sent from Cincinnati to New York cheaper than any other route, and especially would this be true, both d Cincinnati and St. Louis, when once the Ohio River is to

folk than to any other Atlantic city. Baltimore, as a term cannot compete with her more fortunate rival at the mouth sea-going ships, and from the fact, also, that the monuments city is 200 miles from the ocean, and so much further from she should not, under the impulse of free institutions, rise to

GEN. SHERMAN ON HIS WAY TO ST. LOUIS-HE DED DID NOT VISIT THE CANADIAN CAPITAL-AMERS CAN MEMBERS OF THE CANADIAN PARLIAMENT.

Orrows. C. W., July 26, 1866. After a pleasure trip to Lac St. Louis, a beautiful sheet of water at the foot of the Ottawa, Gen. Sherman turned to Montreal, and yesterday went West on his way to St. Louis. He may rest a day in Toponto. If so, there

During his stay in Montreal Gen. Sherman took a look t the troops, and said a few words in praise of their discipline, cleanliness, etc. At the same time he no do

who is in the Government as Postmaster-General, and whe sits for the West Riding of York, Canada West. He may be regarded as the first in consequence.

who is member for Compton, Canada West. He is a man of induence in the Eastern townships; is not on the Reform side.

Members of Parliament expect to get their congé next

Members of Paritainess expects we denote the Course is a desire here to remove Judge Lafontaine of the Ottawa District for alleged defalcation while in the office of Prothonotary, and for incapacity as a judge. The member for Ottawa, Mr. Wright, select in the House lamember for Ottawa, Mr. Wright, select in the House lamember for Ottawa, Mr. Wright, select in a cousin to the night for an investigation. Carrier, who is a cousin to the night for an investigation. Carrier, out of sight, but Mr. Judge, is trying to put the matter out of sight, but Mr. Wright will bring it to light. Cartier got his cousin appointed Judge in the face of the charges against him.

A cotton-picker has been invented by a Yankee inMemphis which is very highly recommended by the press of
that city. The Fost thinking it will overcome every obstacle to
that city. The Fost thinking it will overcome every obstacle to
the rapid picking of cotton, and make up for the less of labouers which the South has suffered.

The captain of the ship Echunga, which arrived at
London several weeks ago from Orag. New-Zealand, reposse
that in latitude 61 S. lengitude 97 W., he saw about 90 large
that in latitude 61 S. lengitude 97 W., he saw about 90 large
techerge, which formed a complete barrionde across the shipways a far as the eve could reach from the mast-head; the veway as far as the eve could reach from the mast-head; the vesel stood to the north-west for two days, then tacked and also
to the east-ward, and saw no more ice.

Nelvaska papers speak most encouragingly of the

NEW-YORK VIA NORPOLK.

tion for steamers the whole year, except a few weeks when
prevented by ice in the river.

Few persons have reflected upon the identity of interest to
tween Norfolk and New-York, not only as concerns the

present and future trade of the Mississippi valley proper, to more especially in connection with the Greek Peals Stational the immense trade of which will find an easier outlet to Mos the Chesapeake, both because of the heavy grades of the Balto more and Ohio Railway, the incapacity of her harbor for large fore a long period, the second Atlantic city of the Union, which rank her great natural advantages entitle her. The commercial relations of New-York and Norfolk will become more and more important, conferring mutual advantages u each. The genial climate of Norfolk, and the fact that she is chandise, give her decided advantages over every city on the scaboard further South. Indeed, there can be no reason with commercial greatness second only to that of the Empire City

CANADA.

From Our Special Correspondent.

will be three distinguished men there at the same time, namely, Sherman, Breckinridge and Early.

opine, cleaniness, etc. At he bad points about the English troops, the infurior system of drill, the unsuitable uniform, etc. He expressed a wish to see an Armstrong gua, which is the best thing about an English force, but I do not know that one was shown him.

In the Canadian Legislature are some Americans. The

who is member for Ottawa City—the Capital—and ownsharge saw-mills in the vicinity of the city. He deals largely in lumber, and is a man of wealth. Came from New Hampshire.

Reform side.

E. BURKE WOOD,
who sits for the West Riding of Brant, Canada West.
is a lawyer, and votes on the Reform side. Came for Ohio, and was educated at Oberlin.

who is member for Brockville, Canada West. He is lawer, and a youngish man. Votes on the Reform side. Lately he spoke out in the House on the hopelessness of defending Canada against the United States.

who sits for Missisquoi, Canada East. He is also a lawyer, of Irish origin, as his name shows. It was on his constituency that the Fenians, under Speer, lately made a raid. He votes on the Reform side.

These members are Canadian in interest, and are natisaised. The writer may be in error as to the last being-American.